MOTORISTS' RIGHTS CLEARLY DEFINED

Slow Drivers Not Always Most Careful of Others, Says Heliman.

By HARRY WARD,

The rights and duties of the motorist in the road are being defined more clearly daily. The tendency is rapidly to ward a rigid code for the automobile. team and pedestrian. That such is necessary is now generally admitted. A ride of fifty miles on any of the main-traveled roads leading out of

Washington will emphasize how much some drivers need to be held in restraint. Some drivers will violate every known road rule in driving a mile. They are pests and menaces to every other driver who not only observes the writ-ten rules but also the principles of

when the new owner is learning to operate his machine a study of road rules also would aid materially. But, unfortunately, it is not always the new driver who is the offender. In fact, some of the older owners are the most chronic and aggravating road pests.

Prederick J. Heliman, writing in "The Automobile," has this to say on the

has the same rights precisely according to his needs in the public ways that other users have, and no more, and he must always exercise the degree of caution that an ordinarily prudent man would exercise under similar circumstances. We frequently hear a motorist or more is available for truck gardens. stances. We frequently hear a motorist boast that he never drives his car faster than twenty miles an hour. But that produced over a territory many times does not necessarily follow that he may not be an even greater menace to the users of the public ways than the man who occasionally drives his car at a rate of speed of fifty miles an hour, or

Common Sense Needed.

It is a question of good judgment as to time and place. It is the motorist who fails to properly reduce his speed at intersecting streets, in turning street corners, passing street cars and districts, who forget to signal when he is claim otors will, within the next few menace to safe and comfortable travel, and who brings severe and oftentimes unmerited criticism and censure upon

"Now as to drivers of horses: They also should comply with the law and they should also be familiar with and comply with the rules of the road. There is no possible question but that many of them fail miserably in both respects. The driver of horses has no right to assume that, because horses were in use before automobiles, he is entitled to ignore all the rules of conduct and make himself as obnoxious to motorists as circumstances will permit. He has no greater rights in the public ways than the motorist, and relatively his responsibilities are as great.

"He, too, is supposed to exercise caution that an ordinarily prudent man would be expected to exercise under a given set of circumstances, and, compared with the motorist, his responsibilities."

C. E. Erkman, sales manager of the Anderson Electric Carriage Company, makers of Detroit electrics, is spending comply with the rules of the road. There

pared with the motorist, his responsibility is less only to the extent that a horse-drawn vehicle represents a small-er element of danger than a motor car. Examination First.

"Both classes of drivers should be re-quired to obtain a license to drive, and shipment of a number of 1914 Chevrolet such license should be granted only determine their knowledge of the laws and the rules of the road and their abilafter a most thorough examination to

and the rules of the road and their ability to handle motor cars or horses.

"The pedestrian undoubtedly has
greater rights in the street than either
the motorist or the driver of horsedrawn vehicles ordinarily realize, yet he
is required to exercise caution which an
ordinarily prudent man would exercise
under a given set of circumstances.

Where a city provides traffic officers at
street crossings it would seem to me

Frederick A. Thompson, manager of the National Garage Company, is exploiting a new oxygen carbon remover, and is meeting with great success. The carbon is removed from the cylinders of an automobile engine by chemical action of carbon meeting with oxygen and fire, the carbon maying the cylinders in the form of a gas. The system is as un lutely harmless to the motor, said Thompson, and its use is accomplished without laying up the car. The cylinders do not become hot during the progress of the operation." Free demonstrations of the system are being given at the National Garage, 50 Fourteenth street northwest.

The Commercial Automobile and Supply Company has sold a Studebaker "35" touring car to J. Harry Miller, and a Studebaker "26" delivery wagon to Harry Viner.

Sales of Overland cars made this week by the Overland-Washington Motor Company include touring cars to Dr. Charles Potter and William Bowman, and a roadster to Manager Tinnen, of the Chevy Chase Club.

"The most interesting feature of this fast-approaching era of improved roads and the commercial motor, is their certain effect in the cheapening of the cost of farm produce to dwellers in the city," says C. W. Martin, manager motor truck tire department, the Goodyear

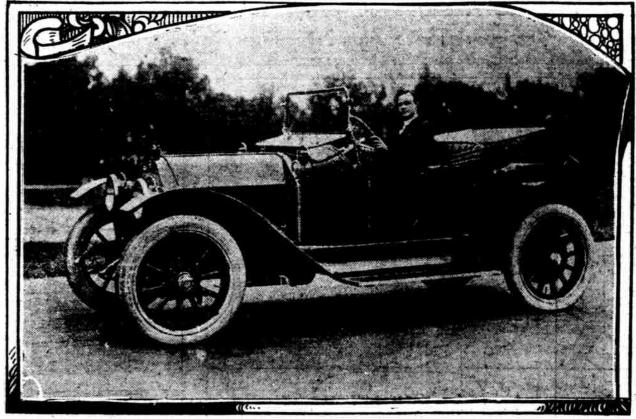
The delays and cost of transporta-tion have prevented the farmer living some distance from a distributing solnt from marketing his produce profitably. With soft roads and horse-drawn wagons, five miles is the average limit beyond which the green goods of



WOLVERINE LUBRICANTS CO. Washington Branch J. G. OWENS 601 South Capitol Street

Phone Lincoln 200

Latest Arrival on Connecticut Avenue



ROBERT MILLER, Secretary of the Miller Company, At Wheel of 1914 Stutz Roadster.

other line of business."

"Just remember that the perfect type

of motor car that we see on the street

today is the result of only about fifteen

U. S. Marine Corps Buys

nternational Motor Company's Wash-

ington branch, has sold to the United States Marine Corps, a three-ton Mack truck. The machine will be shipped to

truck. The machine will be shipped to Honolulu, and will be put into service immediately after its arrival. This is

the fifth Mack truck purchased this year by the marine corps.

produced over a territory many times larger than when hauled by horses.

"An illustration of how firmly mechanical transportation has become established in this country," says Mr. Martin, "is given in the action taken recently by a motor truck club in the West. The club intends to connecte

West. The club intends to compete with the railroads by operating a fleet of motor trucks. With commercial vehicles, it is estimated that better serv-ice can be given at a minimum cost. "Let us be thankful that this condition throughout the country is fast apabout to turn a cross street or stop, and who falls to show proper consideration for the rights of other users of the streets and highways, who is the real conditions, for altogether they will cut down the average cost of hauling farm produce to less than half of what it is today.

J. B. Trew, sales manager of the Overland-Washington Motor Company returned vesterday from a trip through lower Virginia in an Overland touring r. "Splendid progress in improving roads in that section is being made."

makers of Detroit electrics, is spending a few days in Washington with Emerson & Orme, the Detroit electric agents, Percy Rowe, of the Henderson-Rowe

mer home, West Springfield, N. H. Charles E. Miller, of Miller Brothers,

Miller and several members of his family. The tour was made in a Ford

sary by reason of the road refar better road than the one through Brandy wine, which most motorists are now using: Set four corners in T. B.; 18.1 miles, turn sharp to the rig'.t; 21 miles, turn left; 24.1 miles, turn left; 25.9 miles turn left; 29.5 miles, turn right and thence into the Waldorf. This makes the trip 5.4 miles further than over the old route, but the road is good and an average of twenty miles an hour can be made over

PROGRESS RAPIDL'

Manufacture of Automobiles Is Fastest Advancing Industry. Says Prominent Man.

"The manufacture of automobiles his sum- by far the most progressive ind world has ever known," remarked one of the big men in the automobile industry to a group of friends at a recent has returned from an extensive automobile tour through the White Mountains. He was accompanied by Mrs. Miller and several members of his able statement.

able statement.

Detour to Waldorf.

The following detour, made necespairs on the La Plata pike, is by the odometer at 17.1 miles at

MOTOR CAR PLANTS

where a city provides traffic officers at street crossings it would seem to me that an ordinarily prudent man would make it a point to cross at these cross-ings, certainly during the busy time of the day.

"If an ordinarily prudent man or woman, before stepping from the curb into the street in an attempt to cross, would look to see if vehicles were approaching, and would also learn that vehicles in variably travel in one direction on a given side of a street, and look in the other direction from which they may be expected instead of in the wrong direction, it would be safer for the pedestrian and more satisfactory and less nerve-racking for the drivers of motor cars and horses."

Inmily. The tour was made in a Ford the strides that the business is, and has been making right from the first car built," he continued. "There has never even been any hesitation on the part of the manufacturers of motor cars. They have been on the rush every minute, such a rush as has never been seen in any other line of business. When the demand has not been as great as the supply the manufacturers have created a demand—then when the demand was greater than the wrong direction, it would be safer for the pedestrian and more satisfactory and less nerve-racking for the drivers of motor cars and horses." "Just think of the strides that the

AUTOMOBILE BOARD INVESTIGATES TIRES SPRINGS IN CLUTCH

Committee Inquires Costs of Motor Truck Operation at Home and in Europe.

The committee representing the com nercial vehicle section of the National Automobile Chamber of Commerce, 5 studying the various methods by which the cost of operation of motor trucks in the United States might be reduced, recently made a comparison of the tire mileages obtained in Europe and those obtained in the United States.

After looking over the foreign field, the ommittee was inclined to the belief that the lenger mileages abroad were due largely, if not wholly, to the differences in the shape of the tire sections.

With a view to securing the opinion of the Amercan tire manufacturers on this point, Windsor T. White, president of The White Company, and chairman of the committee, rquested S. V. Morton, sales manager of the truck tire department of the B. F. Goodrich Company, to appear before this committee and fell them how the American tire manufacturers accounted for this difference. Mr. Norton accepted the invitation, and, at a meeting of the committee held in Cleveland, recently, he placed before them a large amount of data, which he had gathered from authoritative sources, bearing on this subject.

"In my judgment," said Norton, "the longer tire mileages abroad are not due to the difference in the sectional shape of the tires." In confirmation of his opinion, he called attention to the effects of American conditions on tire ences in the shape of the tire sections.

supply they built new plants and the efficiency that is found in nine-tenths of the motor car production plants is really marvelous. You will not find such progressiveness, such real push, in any conditions, with respect to—
(1) Roads on which motor trucks are operated.

(2) Usage, whether careful or care less.
(3) Size of tires, whether adequate or

years of manufacturing. I would like years of manufacturing. I would like
for any man to show me any other product that has made such improvement in
that length of time. I would also like
for anyone to show me any other product that has been made so universal in
demand as the motor car—and during
fifteen years at that.

"And the motor car plant of today is
not at all efficient compared to what we
will see in the next decade. The motor
car manufacturers have shown the business world many wonders during the
past few years, but they are going to
training of drivers for their trucks, and

training of drivers for their trucks, and should insist on having only experienced and careful men handle their machines. and careful men nandie their machines.

This practice would reduce to a minimum the expense factor in the human element due to the employmnt of ignorant or carless drivers. Next," he suggested, "all manufacturers should install a periodic inspection of trucks in service, if this is not already done, and, which is not already done, and, which is not already done, and the properties of the service. service, if this is not already done, and, during such inspection due attention should be given to the matter of loading and operating the trucks whose expense of maintenance seems to be unusually high. On the part of motor truck owners, let me urge the use of uniform records for cost of operation, such, for instance, as are furnished by the B. F. Goodrich Company or those devised by Goodrich Company or those devised by the research division of the Massachu-

We Paid \$50,000

To Prevent Tread Separation

On No-Rim-Cut Tires

MANUAL MICHIGARE

Our Patent Rivet Fabric

setts Institute of Technology." In clos-ing, Mr. Norton said that the use of steel wheels would tend to increase the mileages received from tires, owing to their freedom from contraction and ex-

New Feature of Pierce-Arrow Cars Prevents Jump When Surfaces Engage.

A feature of the later Pierce-Arrow owner models that is causing a great deal of notice among owners and drivers is the refinement of the clutch.

Prendergast, manager of the Foss-Hughes Company, Pierce-Arrow agents here, "familiar with his car is able in

Motor Truck Demand Will Be Enormous

It is estimated by W. I. Day, vice president and general manager of the General Motors Truck Company, that 500,000 motor trucks will have to be made within the coming year to care for the necessities of the country. Day points to the fact that the horses of the country increased only 3,000,000 in a year and this increase will take care of about 10 per cent of the regular creases of business in the country. tor trucks must do the rest.

Refutes Base Canard On State of Arizona

As the result of a wager with W. J. Mulvenon, who declared that no motor car could cover more than twenty-five miles of Arizona roads on a gallon of Arizona gasolene, B. B. Dolly, of Pres-cott, drove a Studebaker "25" 28.16 miles before the measure of fuel ran out.

corrects this buckling.

The rubber and fabric

adjust themselves to actual road conditions.

Every part of the fabric

bears its part of the

This process—used

by no one else-adds

to our cost \$1,500

daily, just to minimize

blow-out cost.

strain.

No Rim-Cutting

tires, all the ruin of rim-cutting.

a satisfactory tire of this type.

In addition we save you, in No Rim-Cut

With clincher tires—the hooked-base tires

-rim-cutting ruins almost one tire in three.

This is proved by statistics gathered for us by

certified public accountants. No-Rim-Cut tires

We control the only known way to make

Three Savings

outs-

So we save you on rim-cutting-

are guaranteed against this costly damage.

MOTORIST TELLS HOW LITTLE WORK DONE TO INFLATE TIRES ON GRADE CROSSINGS

Use Gauge on Air Line, Rather Much Talk, But Not Much Im-Than on the Pump Itself. Other Suggestions.

A motorist who has driven autom biles more than a dozen years, has come forth with some timely information about inflation of tires. What he says on the subject is of more than passing interest to every automobile

should be inflated slowly at first, until there is quite an amount of air in them, when the inflation may proceed more rapidly," says this motorist. There are several views as to the proper pressure, and it would seem that the best plan is to inflate the tires until they hold their shape under the weight of the car, without flattening. There is no reason for inflating beyond this point and making the car ride hard. "One of the popular pressure recommendations is to inflate the front tires to a pressure equal to seventeen or eighteen times their cross section, and the rear tires to twenty times their closs section. This would mean that 34 by 4 tires would have a pressure of sixty-eight to seventy-two pounds on the rear.

of sixty-eight to seventy-two pounds on the rear.

"In determining the pressure it is bet-ter to use a gauge on the air line near the tire, or one applied directly to the tire valve, rather than one on the air pump, as one in the latter position is liable to show sometimes a higher pres-sure than actually exists in the tre."

Too Rich Mixtures Cause Carbon Deposits

Persistent running of an engine with too rich a mixture will result in grinding valves and carbon scraping every thousand miles. When a motor first starts cold, it requires a rich mixture, because when cold the gasolene vaporizes slowly. Many drivers will adjust their carburetor immediately after starting, which invariably results in too muhe gasolene. Let your engine run awhile in the morning even if it is not at its best, and it will gradually come up to full power. Remember the old saying: "The hardest thing to learn about a carburetor is to learn to leave it alone."

provement, Says Capital Automobile Driver.

"While motorists are up in arms against railroad grade crossings, and are voicing all kinds of protests against them, there has been little throughout the country toward their elimination, and accidents continue to occur almost every day," says a Wash-"Tires that are completely deflated ington motorist, who has done con-"Danger lurks at grade crossings, even where they are protected by flagmen, because motorists generally do not know the flag system used by railroads. This was brought out forcibly in the recent accident in Connecticut, and will act as a lesson for motorists. It is advisable for the motorist to stop his machine at the grade crossing.

chine at the grade crossing.

The white flag, according to railroad officials, has nothing whatever to do with trains, as a trainman pays no attention to any flag but the red one. The watchman at the crossing uses a red flag only when he wishes the train to stop for some cause or another. The white flag is disregarded by the environment.

gineer.
"There is a lot of touring information issued from time to time and published, and it might be a good plan to embody occasionally such information as will be instrumental in avoiding serious accidents."

Release of Clutch Often Corrects Defect

A trick that every demonstrater knows, but many owners do not use, is to free the engine when it starts to



Beware of the beauty that's only paint deep. Performances, not promises, measure the worth of an automobile. "Beauty is as beauty does," and the Ford car has a record unmatched in the world's history. By that record you should judge it.

Five hundred dollars is the new price of the Ford runabout; the touring car is five fifty; the town car, seven fiftyall f.o.b. Detroit, complete with equipment.

MILLER BROS. AUTOMOBILE AND SUPPLY HOUSE Service Dept. Salesrooms 61-81 Pierce St. N. E. 1105 14th St.

Phone Lincoln 205

ADVICE

Automobile Owners

Our Oxygen Gas Is Guaranteed to Remove Your Carbon or-NO PAY

We give expert advice on repairs. We will sell your car. We buy old cars for parts. We find you a car to buy We buy tires, tubes, accessories.

We have cars and parts to sell. COMING =

We furnish chauffeurs.

FILTERED GASOLINE

The only machine supplying filtered gasoline in Washington is being installed here now. Use nothing else.

SEE

FREDERICK A. THOMPSON

National Garage Company 508 14th St. N. W. Two Doors Below Pa. Ave. Phone M. 8238

Another Exclusive Feature Here is another vital feature found in Goodyear tires alone.

This fabric - called "rivet" fabric - is patented. We bought the rights for \$50,000.

In every well - made tire, at the base of the tread, runs a breaker strip. It is usually a solid weave.

It is near this strip, where rubber joins with fabric, that loosened treads occur. It has cost tire users millions of dollars.

The "rivet" fabric is our breaker strip. Note the openings in it. We force the tread rubber down through these openings, so hundreds of large rubber rivets are formed to prevent tread separation. Then the whole tire is vulcanized en masse. This is one of the biggest of Goodyear economies, and no other maker can use it.

Saving Blow-Outs At a Cost of \$1,500 Daily

Here is another exclusive feature.

No-Rim-Cut tires get the "On-Air Cure." That is they are finalcured on air bags shaped like inner tubes. They are cured, as you use them, on elastic air.

Other tires are cured on iron cores alone. The fearful compression often buckles the fabric. And there, where some of the fabric bears no part of the strain, thousands of blow-outs occur. Our "On-Air Cure"

Toronto, Canada.



Save you on tread separation. Yet no standard tire of any type costs less

Save you on blow-

than No-Rim-Cut tires. That is due to our mammoth output. No-Rim-Cut tires, when we made less of them, cost onefifth more than clinch-

Note what you get which others can't give. You will then see why Goodyears far outsell any other tire that's made.

THE GOODYEAR TIRE & RUBBER COMPANY, Akron, Ohio

Mexico City, Mexico. Branches and Agencies in 103 Principal Cities.

Washington Branch, 1016 14th St. N. W.

Phone Main 1595-1596

WHERE TO BUY AUTOMOBILES MOTORCYCLES AND ACCESSORIES

GASOLINE PLEASURE CARS.

Apperson Emerson & Orme, Marion Cadillac Cook & Stoddard Co.. Reo

Pierce Arrow Hughes Co. Read

Phone N. 4165

Barnard Motor Car Co., 1612 14th St. N. W.

THE WASHINGTON TIMES. ELECTRIC PLEASURE CARS.

Detroit-Electric

Cook & Stoddard Co., 1128 Conn. Ave.

Emerson and Orme 1407 H St.

Southworth & Keiser

ACCESSORIES—SUPPLIES. National Electric Supply Co.,

BARBER & ROSS Quality Automobile Supplies at Lowest Frices. HTH AND G STS.

IRVIN T. DONOHOE AUTO SUPPLIES AND ACCESSORIES. J. M. Shock Absorber

1803 M Street N. W. Felephona N. 2618.

ENSOR AND EAST STS., BALTIMORE, MD.
We build commercial auto bodies and business vehicles of any description. High-grade work. AUTO NEWS THE WASHINGTON

REPAIRING

1328-1330 N. Y. Ave.

Peters' Wagon and Auto Works.

J. E. CROWDER & CO.,
Auto Repairing In All Its Branches,
Formerly Master Mechanic for Studebaker Co.,
Rear of 1318 Vermont ave. N. W.
PHONE NORTH 2883-Y.

T. K. Smith & Co. REPAIRING OF AUTOS REAR 1411 V ST. N. W. PHONE N. 1581,

TAXICABS AND HIRING

People's Auto Hiring Co.

AUTO NEWS

THE WASHINGTON